AS120-1
2/28/89

News from

General Aviation
Manufacturers Association

Suite 801
1400 K Street, N.W.
Washington, D.C. 20005
(202) 393-1500

FOR IMMEDIATE RELEASE PR89-1
CONTACT: Henry M. Ogrodzinski
Ahmey Kathryn Solee
202-393-1500

GENERAL AVIATION SALES UP FOR FIRST TIME IN DECADE

WASHINGTON, DC, January 18, 1989 -- For the first time since 1978, U.S. general aviation aircraft manufacturers reported increases in both billings and the number of airplanes delivered over the previous year. The General Aviation Manufacturers Association (GAMA) announced 1988 billings of $1.9 billion for its member companies, an increase of 40.7 percent over last year, at a press conference today. Manufacturers delivered 1,143 new aircraft, an increase of 5.3 percent over 1987.

"During the past decade, there has been a decline in sales every year," said GAMA's president, Edward W. Stimpson at the annual industry review. "We hope that the downward spiral has ended. Although things are better, they are still not great. Product liability costs remain a major industry problem. This once robust industry still faces a long and hard road back to where we were just a few years ago when nearly 18,000 aircraft were manufactured."

During 1988 manufacturers shipped 157 business jets, an increase of

- MORE -

28.7 percent; 291 turboprops, an increase of 10.6 percent; 67 twin-engine piston planes, a decrease of 23 percent; and 628 single-engine piston aircraft, an increase of 2.4 percent.

Noting that sales of turbine powered business aircraft accounted for 96 percent of total 1988 GAMA billings, Stimpson attributed the market upturn to "...continuing strong demand for large business jets such as the Gulfstream IV and renewed demand for the smaller business jets built by Beech, Cessna and Learjet." He also said that demand for 19-seat turboprop aircraft used by commuter airlines and smaller turboprops used for overnight package delivery remains high.

There has also been a resurgence in sales of lighter aircraft. Stimpson said, "These increases are primarily attributable to revitalized demand for training aircraft. Universities and other organizations offering flight training curricula have been actively buying new equipment and for the first time in several years, a training aircraft, the Piper Cadet is on the market with over 500 orders since its introduction at the Experimental Aircraft Association Convention last summer. Shipments of these aircraft added to shipments of high performance piston aircraft made by Beech, Mooney and Piper gave the single-engine piston market new vitality. We look for continued expansion of this market during 1989."

Exports continue to play an important role for the U.S. general aviation industry. Last year, manufacturers shipped aircraft to 30 different countries. Export billings of $625 million increased by 33.2 percent in 1988 and accounted for 32.6 percent of total GAMA billings. Overseas deliveries of 424 aircraft were down slightly from the 1987 export shipments of 439 aircraft.

GAMA member companies reported fourth quarter billings of $761 million, an increase of 73.2 percent over last year's fourth quarter billings of $440 million. Manufacturers shipped 340 airplanes for an increase of 17.6 percent over the 289 aircraft delivered during the same period in 1987.

Export billings at $245.0 million increased by 34.2 percent although fourth quarter shipments of aircraft dropped slightly by 1.8 percent to 112 units.

"Throughout the past year, many GAMA member companies have announced exciting new products and programs. There are also new aircraft on the way. As we move into 1989, we are enthusiastic about these new developments and optimistic about the future of our industry. If the U.S. economy continues to be healthy, it is possible to project slow but continuing recovery for the industry during 1989, especially in the number of aircraft delivered," Stimpson said.

FOURTH QUARTER AIRCRAFT SHIPMENTS BY TYPE

	QIV 87	QIV 88	%CHANGE
Singles	145	168	15.9%
Twins	21	16	-23.8%
Turboprops	87	98	12.6%
Jets	36	58	61.1%

YEAR TO DATE AIRCRAFT SHIPMENTS BY TYPE

	YTD 87	YTD 88	%CHANGE
Singles	613	628	2.4%
Twins	87	67	-23.0%
Turboprops	263	291	10.6%
Jets	122	157	28.7%

GAMA is a national trade association headquartered in Washington, DC, representing 36 American manufacturers of general aviation aircraft, engines, avionics and related equipment. GAMA's members also operate fleets of aircraft, fixed base operations at many airports and pilot training facilities across the U.S.

# # #

NOTE TO EDITORS AND WRITERS: The full text of Mr. Stimpson's remarks may be obtained from the GAMA Communications office (202) 393-1500.

GENERAL AVIATION MANUFACTURERS ASSOCIATION
1400 K STREET, N.W. SUITE 801
WASHINGTON, DC 20001

SHIPMENTS OF GENERAL AVIATION AIRPLANES, 1988

MANUFACTURER/MODEL	QI	QII	QIII	QIV	TOTAL
GRAND TOTAL	260	291	252	340	1,143
BEECH AIRCRAFT					
Bonanza F33A/C	29	25	22	25	101
Bonanza A36	15	19	14	15	63
Bonanza 36TC	4	5	2	5	16
Sundowner C23	0	1	0	0	1
Baron 58	3	3	3	4	13
Baron 58P	1	0	0	0	1
King Air C90	10	6	8	6	30
King Air 200	4	7	4	9	24
King Air 200C	0	0	2	1	3
King Air 300	7	13	13	20	53
1300	0	0	1	4	5
1900C	9	12	7	13	41
Beechjet 400	0	7	2	12	21
Total Beech	82	98	78	114	372
CESSNA AIRCRAFT					
208 Caravan I	1	2	9	3	15
208B Caravan IB	14	20	19	22	75
406 Caravan II	2	2	3	2	9
550 Citation II	5	7	8	8	28
S550 Citation S/II	6	4	4	5	19
650 Citation III	5	1	4	5	15
Total Cessna	33	36	47	45	161
FAIRCHILD AIRCRAFT					
SA-227AC Metro III	3	5	4	17	29
Total Fairchild	3	5	4	17	29
GULFSTREAM AEROSPACE					
Gulfstream III	1	0	0	1	2
Gulfstream IV	11	11	10	17	49
Total Gulfstream	12	11	10	18	51
LAKE AIRCRAFT					
250 Renegade	9	9	6	4	28
Total Lake	9	9	6	4	28

MANUFACTURER/MODEL	QI	QII	QIII	QIV	TOTAL
LEARJET					
Learjet 31	0	0	1	4	5
Learjet 35A	5	5	1	4	15
Learjet 36	0	0	0	1	1
Learjet 55B	1	0	0	0	1
Learjet 55C	0	0	0	1	1
Total Learjet	6	5	2	10	23
MAULE AIRCRAFT					
M-5 235	0	0	0	1	1
M-5 235C	0	2	0	0	2
M-6 235	1	1	2	2	6
MX-7 180	8	5	4	0	17
M-7 235	1	5	6	3	15
MX-7 235	5	5	3	1	14
Total Maule	15	18	15	7	55
MOONEY AIRCRAFT					
201 M20J	11	7	10	15	43
205 M20J	4	5	8	4	21
252 M20K	12	7	11	9	39
PFM M20L	8	21	5	5	39
Total Mooney	35	40	34	33	142
PIPER AIRCRAFT					
PA-18-150 Super Cub	0	0	0	2	2
PA-28-161 Warrior	14	21	14	2	51
PA-28-161 Cadet	0	0	0	38	38
PA-28-181 Archer II	12	12	13	12	49
PA-28-236 Dakota	0	1	1	2	4
PA-32-301 Saratoga	6	3	0	1	10
PA-28RT-201T T. Arrow IV	2	3	2	0	7
PA-28R-201 Arrow IV	0	0	0	10	10
PA-32R-301 Saratoga SP	0	5	3	2	10
PA-46-310P Malibu	10	13	8	10	41
PA-34-220T Seneca III	19	10	12	12	53
PA-42-720 Cheyenne IIIA	1	1	0	0	2
PA-42-1000 Cheyenne 400	1	0	3	1	5
Total Piper	65	69	56	92	282
Grand Total, Civil	260	291	252	340	1,143

OFF-THE-SHELF AIRCRAFT SHIPPED TO THE U.S. MILITARY IN 1988

MANUFACTURER/MODEL	QI	QII	QIII	QIV	TOTAL
BEECH AIRCRAFT					
C-12A	13	1	2	0	16
C-12J	1	0	0	0	1
Total Beech Military	14	1	2	0	17
Grand total, Military	14	1	2	0	17

1988 SHIPMENTS BY MANUFACTURERS PREVIOUSLY NOT REPORTED BY GAMA
(Data will be included in 1989 GAMA statistics)

MANUFACTURER/MODEL	QI	QII	QIII	QIV	TOTAL
BELLANCA					
17-30A Super Viking	1	1	1	1	4
Total Bellanca	1	1	1	1	4
CHRISTEN INDUSTRIES					
S-1T Pitts	0	0	1	0	1
S-2B Pitts	6	7	6	6	25
A-1 Husky	7	6	13	13	39
Total Christen	13	13	20	19	65

1988 MANUFACTURER'S NET BILLINGS
CIVIL SHIPMENTS
(Thousands, by Quarter)

	QI	QII	QIII	QIV	YEAR
Beech	$74,778	$132,124	$100,855	$202,927	$510,685
Cessna	79,062	61,079	91,783	97,959	329,883
Fairchild	10,029	18,247	14,098	61,263	103,637
Gulfstream	172,400	163,557	147,300	345,700	828,957
Lake	1,821	NA	NA	NA	NA
Learjet	25,300	18,412	7,070	38,673	89,455
Maule	745	1,050	964	411	3,171
Mooney	NA	NA	NA	NA	NA
Piper	11,724	10,461	14,265	14,321	50,771
Grand Total, Civil	$375,861	$404,930	$376,335	$761,254	$1,918,381

1988 MANUFACTURER'S BILLINGS
OF OFF-THE-SHELF AIRCRAFT
DELIVERED TO THE U.S. MILITARY
(Thousands, by Quarter)

Company	QI	QII	QIII	QIV	YEAR
Beech	$31,371	$2,160	$4,320	$0	$37,851
Tot, U.S. Mil.	$31,371	$2,160	$4,320	$0	$37,851

1988 BILLINGS FOR COMPANIES PREVIOUSLY NOT REPORTED BY GAMA
(Data will be included in 1989 GAMA statistics)
(Thousands, by Quarter)

	QI	QII	QIII	QIV	YEAR
Bellanca	$ 90	90	90	90	360
Christen	$ 862	880	1,269	1,210	4,221

1988 CIVIL SHIPMENTS BY TYPE OF AIRCRAFT
(Units, by Quarter)

	QI	QII	QIII	QIV	YEAR
Single-Engine Piston	151	175	134	168	628
Multi-Engine Piston	23	13	15	16	67
Turboprop	52	68	73	98	291
Jets	34	35	30	58	157
TOTAL	260	291	252	340	1,143

45120-1
4/26/89

1989 GENERAL AVIATION AIRPLANE SHIPMENT REPORT

General Aviation Manufacturers Association
1400 K Street, N.W., Suite 801
Washington, D.C. 20005

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
GRAND TOTAL	304	0	304	$302,965,429	$0	$302,965,429
BEECH AIRCRAFT						
Bonanza F33A/C	28		28			
Bonanza A36	16		16			
Bonanza 36TC	2		2			
Baron 58	6		6			
Baron 58P	0		0			
King Air C90	5		5			
King Air 200	6		6			
King Air 200C	0		0			
King Air 300	5		5			
1300	0		0			
1900C	8		8			
Beechjet 400	2		2			
Total Beech	78	0	78	$76,202,037		$76,202,037
BELLANCA AIRCRAFT						
Super Viking 17-30A	3		3			
Total Bellanca	3	0	3	$435,000		$435,000
CESSNA AIRCRAFT						
208 Caravan I	4		4			
208B Caravan IB	13		13			
406 Caravan II	3		3			
550 Citation II	6		6			
S550 Citation S/II	1		1			
650 Citation III	5		5			
Total Cessna	32	0	32	$73,289,708		$73,289,708
CHRISTEN INDUSTRIES						
S-1T Pitts	1		1			
S-2B Pitts	6		6			
A-1 Husky	13		13			
Total Christen	20	0	20	$1,260,000		$1,260,000
FAIRCHILD AIRCRAFT						
SA-227AC Metro III	4		4			
Total Fairchild	4	0	4	$14,480,550		$14,480,550

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
GULFSTREAM AEROSPACE						
Gulfstream IV	7		7			
Total Gulfstream	7	0	7	$107,864,000		$107,864,000
LAKE AIRCRAFT						
250 Renegade	6		6			
Total Lake	6	0	6	NA		NA
LEARJET						
Learjet 31	0		0			
Learjet 35A	1		1			
Learjet 36	0		0			
Learjet 55C	1		1			
Total Learjet	2	0	2	$10,047,400		$10,047,400
MAULE AIRCRAFT						
M-5 235	0		0			
M-5 235C	1		1			
M-6 235	1		1			
MX-7 180	3		3			
M-7 235	4		4			
MX-7 235	0		0			
Total Maule	9	0	9	$477,532		$477,532
MOONEY AIRCRAFT						
201 M20J	9		9			
205 M20J	0		0			
252 M20K	4		4			
PFM M20L	1		1			
Total Mooney	14	0	14	NA	NA	NA
PIPER AIRCRAFT						
PA-18-150 Super Cub	13		13			
PA-28-161 Warrior	4		4			
PA-28-161 Cadet	65		65			
PA-28-181 Archer II	8		8			
PA-28-236 Dakota	2		2			
PA-32-301 Saratoga	4		4			
PA-28R-201 Arrow	3		3			
PA-28R-201T Turbo. Arrow	1		1			
PA-32R-301 Saratoga SP	2		2			
PA-46-310 Malibu	1		1			
PA-46-350P Mirage	11		11			
PA-34-220T Seneca III	12		12			
PA-42-720 Cheyenne IIIA	1		1			
PA-42-1000 Cheyenne 400	2		2			
Total Piper	129	0	129	$18,909,202		$18,909,202
Grand Total, Civil	304	0	304	$302,965,429	$0	$302,965,429

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
OFF-THE-SHELF AIRCRAFT SHIPPED TO THE U.S. MILITARY Manufacturer/Model						
BEECH AIRCRAFT						
C-12A	0		0			
C-12J	0		0			
Total Beech Military	0	0	0			$0
FAIRCHILD AIRCRAFT						
C-26A	1	0	1			
Total Fairchild Military	1	0	1	NA		
Grand total, Military	1	0	1	$0	$0	$0

News from

General Aviation
Manufacturers Association

Suite 801
1400 K Street, N.W.
Washington, D.C. 20005
(202) 393-1500

FOR IMMEDIATE RELEASE PR89-10
CONTACT: Henry M. Ogrodzinski
Ahmey Kathryn Solee
202-393-1500

GENERAL AVIATION INDUSTRY UNIT SHIPMENTS UP FOR FIRST QUARTER
EXPORTS REMAIN STRONG

WASHINGTON, DC, April 18, 1989 -- U.S. general aviation manufacturers reported a 10.9 percent increase in new aircraft shipments for the first quarter of 1989 although billings slipped by 19.6 percent. Three hundred and four aircraft valued at $303 million were shipped during the first quarter.

While new single engine aircraft posted a 28.5 percent gain with 212 aircraft shipped as opposed to 165 at this time last year, deliveries in other categories were lower. Twin engine aircraft shipments were down 21.7 percent at 18 units compared to 23 last year. Turboprop shipments dropped 1.9 percent to 51 aircraft from 52. Business jets slipped 32.4 percent with shipments of 23 aircraft as opposed to 34 last year.

The number of aircraft exported rose by 28.3 percent over the 1988 first quarter. Exports accounted for 136 or 44.7 percent of all the aircraft shipped during the first quarter and for 32.2 percent of total first quarter billings. However, export billings at $97.5

- MORE -

million were down by 34.9 percent and accounted for 32.2 percent of the first quarter billings.

In announcing the industry results, Edward W. Stimpson, president of the General Aviation Manufacturers Association, said, " Total aircraft deliveries are up because of increased single engine shipments. The billings are lower for this quarter because of lower jet shipments compared to the unusually strong first quarter of 1988. The increase in total aircraft deliveries is an encouraging sign. However, we must remain aware of the serious problems that still face the general aviation community. This industry has been devastated by unfair product liability laws. Legislation to solve that problem is now pending before Congress. Also, increased funding for airport and airway modernization is essential."

GAMA is a national trade association headquartered in Washington, DC, representing 36 American manufacturers of general aviation aircraft, engines, avionics and related equipment. GAMA's members also operate fleets of aircraft, fixed base operations at many airports and pilot training facilities across the U.S.

FIRST QUARTER AIRCRAFT SHIPMENTS BY TYPE

	QI 88	QI 89	%CHANGE
Singles	165	212	28.5%
Twins	23	18	-21.7%
Turboprops	52	51	-1.9%
Jets	34	23	-32.4%

# # #

A5120-1

SECOND QUARTER, 1989
GENERAL AVIATION AIRPLANE SHIPMENT REPORT

General Aviation Manufacturers Association
1400 K. Street, N.W., Suite 801, Wash., D.C. 20005
(202) 393-1500

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
GRAND TOTAL	304	361	665	$302,965,429	$410,677,448	$713,642,877
BEECH AIRCRAFT						
Bonanza F33A/C	28	30	58			
Bonanza A36	16	12	28			
Bonanza 36TC	2	3	5			
Baron 58	6	5	11			
Baron 58P	0	0	0			
King Air C90	5	8	13			
King Air 200	6	10	16			
King Air 200C	0	0	0			
King Air 300	5	7	12			
1300	0	0	0			
1900C	8	12	20			
Beechjet 400	2	5	7			
Total Beech	78	92	170	$76,202,037	$118,457,353	$194,659,390
BELLANCA AIRCRAFT						
Super Viking 17-30A	3	2	5			
Total Bellanca	3	2	5	$435,000	$230,000	$665,000
CESSNA AIRCRAFT						
208 Caravan I	4	5	9			
208B Caravan IB	13	15	28			
406 Caravan II	3	2	5			
550 Citation II	6	13	19			
S550 Citation S/II	1	0	1			
560 Citation V	0	4	4			
650 Citation III	5	3	8			
Total Cessna	32	42	74	$73,289,708	$95,326,567	$168,616,275
CHRISTEN INDUSTRIES						
S-1T Pitts	1	1	2			
S-2B Pitts	6	5	11			
A-1 Husky	13	11	24			
Total Christen	20	17	37	$1,260,000	$1,070,000	$2,330,000
FAIRCHILD AIRCRAFT						
SA-227AC Metro III	4	3	7			
Total Fairchild	4	3	7	$14,480,550	$10,986,095	$25,466,645

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
GULFSTREAM AEROSPACE						
Gulfstream IV	7	11	18			
Total Gulfstream	7	11	18	$107,864,000	$147,000,000	$254,864,000
LAKE AIRCRAFT						
250 Renegade	6	7	13			
Total Lake	6	7	13	NA	NA	NA
LEARJET						
Learjet 31	0	2	2			
Learjet 35A	1	0	1			
Learjet 36	0	0	0			
Learjet 55C	1	1	2			
Total Learjet	2	3	5	$10,047,400	$14,199,000	$24,246,400
MAULE AIRCRAFT						
M-5 235	0	0	0			
M-5 235C	1	0	1			
M-6 235	1	2	3			
MX-7 180	3	0	3			
M-7 235	4	4	8			
MX-7 235	0	2	2			
Total Maule	9	8	17	$477,532	$610,697	$1,088,229
MOONEY AIRCRAFT						
201 M20J	9	18	27			
205 M20J	0	0	0			
252 M20K	4	6	10			
PFM M20L	1	2	3			
Total Mooney	14	26	40	NA	NA	NA
PIPER AIRCRAFT						
PA-18-150 Super Cub	13	13	26			
PA-28-161 Warrior	4	8	12			
PA-28-161T Cadet	65	50	115			
PA-28-181 Archer II	8	12	20			
PA-28-236 Dakota	2	4	6			
PA-32-301 Saratoga	4	3	7			
PA-28R-201 Arrow	3	9	12			
PA-28R-201T Turbo. Arrow	1	1	2			
PA-32R-301 Saratoga SP	2	3	5			
PA-46-310 Malibu	1	0	1			
PA-46-350P Malibu Mirage	11	33	44			
PA-34-220T Seneca III	12	14	26			
PA-42-720 Cheyenne IIIA	1	0	1			
PA-42-1000 Cheyenne 400	2	0	2			
Total Piper	129	150	279	$18,909,202	$22,797,736	$41,706,938
Grand Total, Civil	304	361	665	$302,965,429	$410,677,448	$713,642,877

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QI	QII	YTD	QI	QII	Year to Date
OFF-THE-SHELF AIRCRAFT SHIPPED TO THE U.S. MILITARY Manufacturer/Model						
BEECH AIRCRAFT						
C-12A	0	0	0			
C-12J	0	0	0			
Total Beech Military	0	0	0	$0	$0	$0
FAIRCHILD AIRCRAFT						
C-26A	1	5	6			
Total Fairchild Military	1	5	6	NA	NA	NA
Grand total, Military	1	5	6	$0	$0	$0

News from

General Aviation
Manufacturers Association

Suite 801
1400 K Street, N.W.
Washington, D.C. 20005
(202) 393-1500

FOR IMMEDIATE RELEASE PR89-17
CONTACT: Henry M. Ogrodzinski
Gayle J. Vail
202-393-1500

LED BY EXPORTS, GENERAL AVIATION INDUSTRY SHOWS GAINS IN SECOND QUARTER AND YEAR-TO-DATE

WASHINGTON, DC, July 19, 1989 -- Paced by exports, U.S. general aviation manufacturers reported a 14.9 percent increase in new aircraft shipments for the first half of 1989. Six hundred and sixty-five aircraft valued at $714 million have been shipped since January. Compared to the same period last year industry billings have decreased 8.8 percent from $783 million.

The number of aircraft exported rose by 31.8 percent over the first half of 1988. Two hundred and seventy-eight aircraft have been exported, accounting for 41.8 percent of total industry unit shipments. Export billings of $224.4 million are lower than the first half of 1988 levels of $267.9 million.

Edward W. Stimpson, President of the General Aviation Manufacturers Association (GAMA), said, "This industry is fighting its way back from the deepest depression in its history. This news is encouraging and we expect the upward trend in deliveries to continue. But we are a long way from the production totals of the 1970's when we built nearly 18,000 aircraft in a single year. The strong export market is very important to our industry and

- MORE -

has accounted for the majority of the recent growth."

Stimpson also put the decline in billings in perspective. "When dealing with billings and unit shipments, it is very important to keep in mind the mix of the products being sold. Although our manufacturers shipped more airplanes, the largest increase was in single engine aircraft. There was a slight decline in the number of turbine aircraft delivered which resulted in the decline in billings during the first six months," Stimpson said.

New single engine aircraft, including training aircraft, posted a 28 percent gain with 453 aircraft shipped compared to 354 last year. Twin engine piston aircraft posted a 2.8 percent gain at 37 units compared to 36. Turboprop shipments are down 5.8 percent from 120 deliveries last year to 113. Business jets dropped 10.1 percent with shipments of 62 as opposed to 69 last year.

The product liability crisis continues to have a major negative impact on the entire industry. Stimpson said, "The demand for new aircraft is increasing both at home and abroad, but product liability costs continue to slow the industry's recovery. Meaningful tort reform at the federal level will undoubtedly stimulate new growth throughout the industry. Product liability costs are still the single largest factor in the price of a new airplane," Stimpson said.

FIRST HALF AIRCRAFT SHIPMENTS BY TYPE

	YTD 1988	YTD 1989	% CHANGE
Singles	354	453	+28.0
Twins	36	37	+ 2.8
Turboprops	120	113	- 5.8
Jets	69	62	-10.1

SECOND QUARTER AIRCRAFT SHIPMENTS BY TYPE

	QII 1988	QII 1989	% CHANGE
Singles	189	241	27.5
Twins	13	19	46.2
Turboprops	68	62	-8.8
Jets	35	39	-11.4

	QII 88	QII 89	% CHANGE
Total Aircraft	305	361	+18.4
Total Billings	$405,900,000	$410,677,448	+ 1.2

GAMA is a national trade association headquartered in Washington, DC, representing 36 American manufacturers of general aviation aircraft, engines, avionics and related equipment. GAMA's members also operate fleets of aircraft, fixed base operations at many airports and pilot training facilities across the U.S.

# # #

A5120-1

News from

General Aviation
Manufacturers Association

Suite 801
1400 K Street, N.W.
Washington, D.C. 20005
(202) 393-1500

FOR IMMEDIATE RELEASE PR89-26
CONTACT: Henry M. Ogrodzinski
Gayle J. Vail
202-393-1500

GENERAL AVIATION INDUSTRY RECOVERY CONTINUES
MANUFACTURERS FACE LONG ROAD BACK

WASHINGTON, DC, October 17, 1989 -- Figures released today by the General Aviation Manufacturers Association (GAMA) indicate that the industry is continuing its slow recovery from the deepest depression in its history. Since January, U.S. general aviation manufacturers have delivered 1,090 aircraft valued at $1.233 billion. Deliveries have increased by 27.9 percent and billings are up by 6.2 percent, compared to the same period last year.

The number of aircraft exported increased by 30.5 percent, from 311 last year to 406. Export billings for the year to date have increased by 12.9 percent, from $378 million to $427 million. Exported general aviation aircraft account for 37.2 percent of total industry deliveries and 34.6 percent of billings for the year to date.

Edward W. Stimpson, GAMA's president, said, "While these gains are very important, we must keep them in perspective. We are delivering only 8 percent as many aircraft today as we did in 1979. We are heartened by the continuing

recovery, but we face a long road back to the robust industry of a decade ago."

"On the positive side", Stimpson said, "the market is improving. General aviation continues to be an important, efficient and productive business tool. This has led to an 10.1 percent increase in business jet deliverics. At the lighter end of the spectrum, single engine aircraft have posted a 47 percent gain for the year so far. To a large extent, this demonstrates increasing demand for aircraft to replace the aging training fleet. These factors, combined with a strong export market, which has absorbed over one third of the aircraft we have delivered this year, offer a bright picture for the foreseeable future".

"The cost of product liability is still the largest single factor in the price of a new light airplane. Until Congress passes a uniform federal standard for general aviation product liability, this industry and its products will be hobbled by unreasonable and unfair liability costs," Stimpson said.

Stimpson also noted that general aviation product liability reform legislation currently pending before Congress is supported by all major general aviation consumer groups, the aviation new media and the Administration, including the U.S. Departments of Transportation, Justice and Commerce.

Year-to-date Aircraft Shipments by Type

	YTD 1988	YTD 1989	%CHANGE
Singles	509	748	47.0%
Twins	51	56	9.8%
Turboprops	193	177	-8.3%
Jets	99	109	10.1%
Total Aircraft	852	1,090	27.9%
Total Billings	$1,160,407,000	$1,232,849,777	6.2%

THIRD QUARTER AIRCRAFT SHIPMENTS BY TYPE

	Q III 1988	Q III 1989	% CHANGE
Singles	155	295	90.3%
Twins	15	19	26.7%
Turboprops	73	64	-12.3%
Jets	30	47	56.7%
Total Aircraft	273	425	55.7%
Total Billings	$377,694,000	$519,206,900	37.5%

# # #

THIRD QUARTER, 1989
GENERAL AVIATION AIRPLANE SHIPMENT REPORT

General Aviation Manufacturers Association
1400 K. Street, N.W., Suite 801, Wash., D.C. 20005
(202) 393-1500

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QII	QIII	YTD	QII	QIII	Year to Date
GRAND TOTAL	361	425	1,090	$410,677,448	$519,206,900	$1,232,849,777
BEECH AIRCRAFT						
Bonanza F33A/C	30	24	82			
Bonanza A36	12	8	36			
Bonanza 36TC	3	3	8			
Baron 58	5	9	20			
Baron 58P	0	0	0			
King Air C90	8	11	24			
King Air 200	10	6	22			
King Air 200C	0	1	1			
King Air 300	7	11	23			
1300	0	2	2			
1900C	12	11	31			
Beechjet 400	5	3	10			
Total Beech	92	89	259	$118,457,353	$146,994,306	$341,653,696
BELLANCA AIRCRAFT						
Super Viking 17-30A	2	2	7			
Total Bellanca	2	2	7	$230,000	$230,000	$895,000
CESSNA AIRCRAFT						
208 Caravan I	5	6	15			
208B Caravan IB	15	11	39			
406 Caravan II	2	4	9			
550 Citation II	13	6	25			
S550 Citation S/II	0	0	1			
560 Citation V	4	14	18			
650 Citation III	3	4	12			
Total Cessna	42	45	119	$95,326,567	$123,289,690	$291,905,965
CHRISTEN INDUSTRIES						
S-1T Pitts	1	1	3			
S-2B Pitts	5	6	17			
A-1 Husky	11	12	36			
Total Christen	17	19	56	$1,070,000	$1,205,000	$3,535,000
FAIRCHILD AIRCRAFT						
SA-227AC Metro III	3	1	8			
Total Fairchild	3	1	8	$10,986,095	$4,143,985	$29,610,630

GAMA
SHIPMENT REPORT

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QII	QIII	YTD	QII	QIII	Year to Date
GULFSTREAM AEROSPACE						
Gulfstream IV	11	10	28			
Total Gulfstream	11	10	28	$147,000,000	$173,300,000	$428,164,000
LAKE AIRCRAFT						
250 Renegade	7	5	18			
Total Lake	7	5	18	NA	NA	NA
LEARJET						
Learjet 31	2	3	5			
Learjet 35A	0	5	6			
Learjet 36	0	0	0			
Learjet 55C	1	2	4			
Total Learjet	3	10	15	$14,199,000	$44,222,172	[illegible]
MAULE AIRCRAFT						
M-5 235	0	0	0			
M-5 235C	0	1	2			
M-6 235	2	3	6			
MX-7 180	0	1	4			
M-7 235	4	4	12			
MX-7 235	2	1	3			
Total Maule	8	10	27	$610,697	$682,679	$1,770,908
MOONEY AIRCRAFT						
201 M20J	18	23	50			
205 M20J	0	0	0			
252 M20K	6	3	13			
PFM M20L	2	2	5			
AT M20J	0	3	3			
TLS M20M	0	12	12			
Total Mooney	26	43	83	NA	NA	NA
PIPER AIRCRAFT						
PA-18-150 Super Cub	13	13	39			
PA-28-161 Warrior	8	2	14			
PA-28-161C Cadet	50	92	207			
PA-28-181 Archer II	12	13	33			
PA-28-236 Dakota	4	4	10			
PA-32-301 Saratoga	3	6	13			
PA-28R-201 Arrow	9	12	24			
PA-28R-201T Turbo. Arrow	1	3	5			
PA-32R-301 Saratoga SP	3	4	9			
PA-46-310 Malibu	0	0	1			
PA-46-350P Malibu Mirage	33	32	76			
PA-34-220T Seneca III	14	4	30			
PA-44-180 Seminole	0	6	6			
PA-42-720 Cheyenne IIIA	0	0	1			
PA-42-1000 Cheyenne 400	0	0	2			
Total Piper	150	191	470	$22,797,736	$25,139,068	$66,846,006
Grand Total, Civil	361	425	1,090	$410,677,448	$519,206,900	$1,232,849,777

GAMA
SHIPMENT REPORT

MANUFACTURER AND MODEL	NO. OF AIRCRAFT			MANUFACTURERS NET BILLING PRICE		
	QII	QIII	YTD	QII	QIII	Year to Date
OFF-THE-SHELF AIRCRAFT SHIPPED TO THE U.S. MILITARY Manufacturer/Model						
BEECH AIRCRAFT						
C-12J	0	0	0			
Total Beech Military	0	0	0	$0	$0	$0
FAIRCHILD AIRCRAFT						
C-26A	5	1	7			
Total Fairchild Military	5	1	7	NA	NA	NA
Grand total, Military	5	1	7	$0	$0	$0